

**BURLINGTON  
NORTHERN  
RAILROAD  
CO.  
CHICAGO  
REGION**

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**CHICAGO AND GALESBURG  
DIVISIONS**

**Special  
Instructions  
No. 11**

**IN EFFECT AT 12:01 A.M.  
Central Standard Time**

**Sunday, April 25, 1982**

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**Vice President  
Transportation  
T.C. WHITACRE**

**Vice President and  
General Manager  
W.A. HATTON**

**Assistant  
General Manager  
W. W. FRANCIS**

## ALL SUBDIVISIONS

### 1. Speed Restrictions — Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB\* ..... 60 MPH.

Freight trains over 100 Tons/OB\* ..... 50 MPH.

\*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

#### Unless otherwise provided —

Loaded unit ore, ballast and potash trains ..... 40 MPH.

Loaded unit coal and grain trains ..... 45 MPH.

Empty unit coal trains ..... 50 MPH.

Engines running light or with caboose only ..... 50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise ..... 12 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psgr. Trains	Freight Trains
Zero degrees to 10 below zero .....	65 MPH.	50 MPH.
11 degrees below zero and colder .....	60 MPH.	45 MPH.

Equipment	Main Line	Branch Line
Loaded BN ownership C-2 covered hoppers (less than 2200 cubic capacity) .....	50 MPH.	
Ore cars .....	45 MPH.	20 MPH.
Scale test cars except WO 3, 4, 5, BN 979019, SLSF 99161 and FWD S780 .....	35 MPH.	20 MPH.
Air dump cars (loaded) .....	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow) .....	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader .....	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes .....	30 MPH.	15 MPH.
Ribbon rail cars (loaded) .....	35 MPH.	25 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

#### Maximum Speed Diesel Units Dead in Tow —

Switcher units with friction bearings ..... 35 MPH.

Switcher units with roller bearings ..... 60 MPH.

Road switcher and other units ..... 60 MPH.

#### 1A. Control of Harmonic Rocking —

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

### 2. Restrictions on Diesel Units —

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

**Exception** — Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 600, 767-995, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237, 6240-6255

### 3. Manned Helper Operations —

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

600, 767-771, 773-777, 779-781, 783, 785, 787, 788, 794, 801, 803, 805, 807-809, 814, 817, 819, 821, 823, 825, 827, 829, 830-833, 835, 837, 839, 843, 845, 847, 849, 851, 986-995, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

**Exception** — Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

Note — The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)  
 BN 514100-514199 (NP 73600-73699)  
 BN 514300-514499 (CBQ 160000-160199)  
 BN 520000-520599 (NP 73000-73599)  
 BN 520658-520699 (NP 74958-74999)  
 BN 522000-522699  
 BN 523000-523399  
 BN 524000-525299 (CBQ 160200-161499)  
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

**Exceptions to Item 3**—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

### 3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 F-9 NW-5 GP-5 GP-7       GP-9    GP-18	102. 845-851 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673.  600-602, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980.  1991-1997.	216-260
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9	98, 99, 101. 100. 106, 162-166, 170-250, 251-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595. 767-843.	232-251
D	NW-12 SW-7 NW-2 GP-7       GP-9   SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640. 1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 1000-1004.	243-262

Group	Types	Unit Numbers	Weight (000)
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9   GP-20 GP-38 GP-38-2   GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4052.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C   U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

### 4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars  
 Scale test cars (next ahead of caboose) except WO-3, 4, 5, BN 979019, SLSF 99161, FWD S780.  
 Pile drivers  
 Locomotive cranes  
 Rotary snowplows, wedge plows, dozers  
 Jordan spreaders  
 Former FRISCO or SLSF empty Ribbon Rail cars  
 Rear end only cars.

### Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80-foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

- Cars weighing less than 50 tons, gross weight
- Flat cars with one loaded trailer
- Flat cars with empty trailers
- Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

**Exception**—Trains consisting entirely of cars 80 foot and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

#### 5. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

#### 6. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation", in their possession and be familiar with its contents.

**Note:** For complete information on these regulations, consult tariff No. BOE-6000 or B.E. Pamphlet 20 Rev. 1981.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" or chlorine, and all tank car loads of compressed gases bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

**When derailment or incident occurs in which hazardous materials may be involved:**

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- Inspection of trains or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

**NOTE:** Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

#### 7. Train Inspection and Failed Equipment Detector Instructions—

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles.

Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

When a failed equipment detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

#### Failed Equipment Wayside Display—

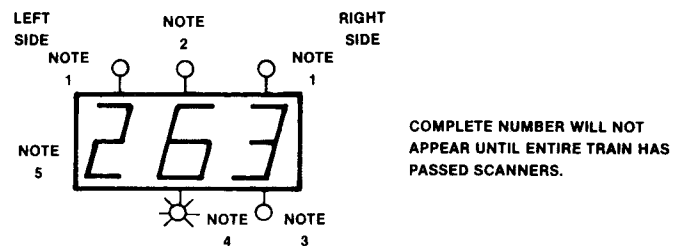
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

#### FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



**Note 1**—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

**Note 2**—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

**Note 3**—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

**Note 4**—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated immediately after the rear of the train has passed, stop and inspect train.

**Note 5**—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

#### Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivisions Special Instructions, convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
"... No Defects"	Proceed
"... Integrity Failure"	Stop train for inspection
"... First hot box right side XXX"	Stop train for inspection near indicated axle
"... First Dragging equipment near axle XXX"	Stop train for inspection near indicated axle
"... First hot wheel near axle XXX"	Stop train for inspection near indicated axle
"... (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

All detector status messages will be repeated in order of detection.

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least (4) axles both directions from indicated number.

\*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise dispatcher reason for delay by first available means of communication.

#### Failed Equipment Alarm Indicator

Alarm Indicator Assembly employing radio for defect location.

This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

Radios will not be used within 150 feet of detector site.

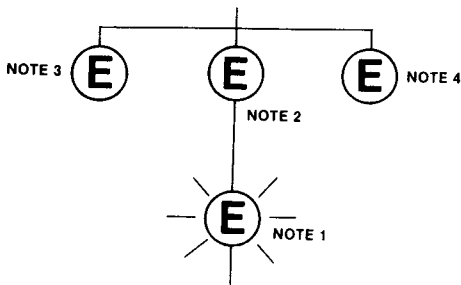
Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.

#### ALARM INDICATOR ASSEMBLY



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated. Stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

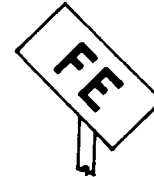
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

#### FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

#### 8. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move as required in Rule 93.

#### 9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

#### 10. Commodities insulating track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

#### 11. Rules Changes and Modifications—

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

BN Safety Rule 597 is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

**12. Air Brake and Train Handling Rules—**

BN Air Brake and Train Handling Rules, Form 15338 are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

**13. Automatic Cab Signals—**

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

**14. Helper Behind Caboose—**

When necessary to use helper consist to assist a train, employees must not ride in or on caboose trained ahead of helper consist.

**CHICAGO DIVISION**  
(Chicago - Aurora)  
**FIRST SUBDIVISION**

	Passenger				Freight			
1. Maximum speed of trains .....	65 MPH.				50 MPH.			
Aurora to West Chicago .....					20 MPH.			
Loaded unit train .....					40 MPH.			
Except as indicated below:								
	Track 1		Track 2		Track 3		Track 4	
	P	F	P	F	P	F	P	F
Roosevelt Road								
- MP 1.4	25	10	25	10				
MP 1.4 - MP 1.7	35	15	35	15				
MP 1.7 - MP 2.1	45	15	45	15	35	15	15	15
MP 2.1 - MP 6.3							25	25
MP 2.1 - MP 5.7	60	25	60	25	60	25		
MP 5.7 - MP 7.2	60	40	60	40	60	40		
MP 6.3 - MP 6.6							25	15
MP 7.2 - MP 9.6		40		40		40		
MP 9.6 - MP 21.6		45		45		45		
MP 21.6 - MP 35.1		50		50		50		
MP 35.1 - MP 37.5		35		35		35		
MP 36.5 - MP 37	45							
MP 37.1 - MP 37.3	50							
MP 37.5 - MP 37.8	35	25	25	25	35	25		

Do not exceed 10 MPH on running track between MP 33.30 and MP 35.25 between West Eola and Eola.

At Union Avenue interlocking (MP 1.4) crossovers:

Tracks 1 to 2 eastward; Tracks 2 to 1 westward, west of Canal Street .....	15 MPH.	15 MPH.
Tracks 1 to 2 westward; Tracks 2 to 1 eastward, east of Union Avenue .....	25 MPH.	20 MPH.
Tracks 1 to 2 westward; Tracks 2 to 1 eastward, at Union Avenue .....	25 MPH.	20 MPH.
Tracks 2 to 3 westward, and 3 to 2 eastward .....	12 MPH.	12 MPH.

At Kedzie Avenue MP 4.83 crossovers:

Tracks 1 to 2 westward; Tracks 2 to 3 westward; Tracks 2 to 1 eastward; Tracks 3 to 2 eastward ..	30 MPH.	30 MPH.
Tracks 3 to 4 westward; Tracks 4 to 3 eastward ..	25 MPH.	25 MPH.
Tracks 2 to 3 eastward; Tracks 2 to 1 westward ..	15 MPH.	15 MPH.

MP 6.30 - MP 8.85 crossovers:

Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2 .....	35 MPH.	35 MPH.
Tracks 3 to 4 .....	25 MPH.	25 MPH.

MP 9.18 crossovers:

Tracks 1 to 2 eastward; Tracks 2 to 1 westward; Tracks 2 to 3 eastward; Tracks 3 to 2 westward ..	30 MPH.	30 MPH.
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At Congress Park; Highlands; West Hinsdale; Fairview Avenue; and Downers Grove:

All crossovers .....	35 MPH.	35 MPH.
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At Eola and West Eola:

All crossovers .....	30 MPH.	30 MPH.
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At Aurora interlocking crossovers:

Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2, Clark Street .....	30 MPH.	15 MPH.
Tracks 3 to 2, Hurds Island .....	40 MPH.	25 MPH.

At Aurora depot:

Though Turnouts of depot lead track off main track No. 3 and depot tracks 1 through 7 .....	12 MPH.	12 MPH.
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Loaded ore cars

MP 35.1 - MP 37.5 .....	25 MPH.
MP 37.5 - MP 38.1 .....	15 MPH.

Westward movements over Ridgeland Avenue MP 9.03 from yard LaVergne until engine or leading car has reached crossing .....

15 MPH.

Road units going From Clyde roundhouse to Cicero Departure Yard on No. 1 lead to No. 2 lead .....

10 MPH.

Movement over approaches and bridge 3.99-A just east of Rockwell Street (Rockwell Street—west lumber connection bridge) .....

12 MPH.

At Brookfield:

Eastward trains after making setout to IHB Interchange Track, MP 12.7, Maple Avenue, either off Main Tracks No. 2 or No. 3, until head end of train has reached Prairie Avenue, crossing MP 12.3 .....

10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.  
315,000 lbs., minimum length 52 ft.

Maximum height of any on-rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

16th and Canal Bridge:

Main tracks 1 and 2 .....	16 feet, 6 inches high
South leg of south wye .....	19 feet, 6 inches high
North leg of south wye .....	17 feet, 4 inches high

**CTA overcrossing MP 2.95:**

Main tracks 1 and 2 .....	17 feet, 10 inches high
Main tracks 3 and 4 .....	19 feet, 6 inches high

**BRC overcrossing Bridge 6.70:**

Main tracks 1, 2, and 3 including crossover .....	17 feet, 1 inch high
Main track 4 .....	19 feet, 10 inches high
Yard track 5 .....	19 feet, 9 inches high

Between Aurora and West Chicago diesel units in Group E and I not permitted.

Between Aurora and West Chicago 250 ton wrecking derrick and bridge derrick 975501 must not operate.

**3. Train Register Exceptions —**

Only trains originating or terminating at Union Station, Cicero, Eola, and Aurora will register.

**4. Clearance Provisions and Exceptions Rule 83(B) —**

Clearance received at Aurora by Conductor and Engineer Trains Nos. 200, 202, 204, 206, 208, 212 and 256 continues in effect for Trains Nos. 201, 203, 291, 295, 297, 299 and 245, then, 230, 234, 238, 240, 244 and 246.

Clearance received at Chicago Union Station by Conductor and Engineer Train Nos. 205, 219, 221, 233 and 235 remain in effect for Train Nos. 248, 292, 294, 296, 298, then, 255, 257, and 259.

Aurora — Rule 83(B) does not apply except to trains originating.

Aurora — Clearance received at Eola yard clears trains at Aurora.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

Rule 93 is in effect between Aurora-West Chicago.

**Farnsworth Avenue Aurora:**

Flashing train order signal between Aurora lead and track 1 in service 6:00 a.m. to 7:30 a.m. daily except Saturday, Sunday and holidays governs eastward suburban trains originating Hill Yard. When train order signal displays aspect per rule 222(F), suburban trains must receive clearance at Eola yard office. Rule 83(B) does not apply when train order signal displays aspect per Rule 222(H).

Trains destined to Second and Third Subdivisions, in addition to receiving clearance for movement on First Subdivision, must also receive a clearance for movement to Second and/or Third Subdivision identified with a notation in the upper-left-hand corner as follows: Aurora-Galesburg or Aurora-Savanna yard.

**5. Rule 99 — When flagging is required, distance will be 1.5 miles**

**6. In Chicago, cars or engines must not be allowed to block any street longer than 5 minutes. Engineers must not sound whistle except in case of emergency.**

All movements on wye tracks connecting with Amtrak trackage at Canal Street connection will stop in clear of Amtrak trackage and proceed on hand signal only from switchtender.

**7. Between Roosevelt Road, MP 0.8 and Union Avenue interlocking, MP 1.4, there are two main tracks, on which movement of trains in either direction will be governed by signal indication.**

Main tracks on the 1st Subdivision will be numbered consecutively from the north beginning with No. 1.

**8. Rules of the Chicago Union Station Company govern operation of trains and engines at Union Station and between Union Station and MP 0.8, Roosevelt Road.**

Automatic Block System Rules in effect between MP 0.8 (Roosevelt Road) and east limits of Union Ave. interlocking MP 1.4.

Centralized Traffic Control in effect on yard track 5 from MP 6.6 to MP 6.9; and on yard track 6 from MP 6.8 to MP 6.9.

**9. Automatic Cab Signals —**

These rules apply to only suburban trains equipped with automatic cab signals when operating in Automatic Cab Signal territory between Chicago and Aurora.

(1) Automatic Cab Signal territory will be designated by time table or bulletin amending time table. Cab signals must be cut in before entering and cut out after leaving Automatic Cab Signal territory.

(2) Cab signal indications do not supercede fixed signal indications except when cab signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When cab signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the cab signal changes to a more restrictive indication, at a point other than a fixed signal location, engineers must immediately comply with the indication displayed.

(3) Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to superintendent.

The cab signal may be cut out under the following conditions: after passing through not less than two consecutive blocks where there is a conflict between the cab signal and fixed signal indications, the cab signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at a speed not to exceed 40 MPH after which a report must be made to the train dispatcher by the first available means of communication. *After communicating with the train dispatcher, train may proceed not exceeding "Maximum Speeds Permitted Passenger Train", governed by the indications of the fixed signals. After waiting one minute at stop and proceed signal, it may be regarded that there has been a failure of wayside signal and train may proceed at restricted speed until a more favorable signal indication is encountered.*

(4) When operating in Cab Signal territory with cab signal cut out, members of crew on the engine must be so advised and additional precautions must be taken as conditions may require.

(5) Cab signals must be cut out in the trailing cab of diesel engines, on engines running backward, or on other than the leading unit when more than one unit in consist.

**10. Between Roosevelt Road and Union Avenue interlocking if stop signal does not clear, trains may proceed on authority of operator at Union Avenue interlocking, complying with Rule 509.**

**11. Between Laverne and Naperville, inclusive, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.**

Road crossings between Chicago and Aurora, must not be blocked except in emergency. When unavoidable blocking of these crossings occur due to accidents of equipment failure, train and enginemen must advise dispatcher their exact location, cause of train stopping, and take immediate action to remedy cause of failure so train can be moved. Call for assistance when necessary to make repairs. Dispatcher must be kept informed of your progress so police and complaint calls can be answered. If train cannot move promptly arrange to flag traffic over crossings not blocked on which gates are down.

**12. On First Subdivision, placement of track flags with slow orders is not required. Slow orders will specify that track flags not displayed.**

**13. All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.**

**14. Following instructions will govern the automatic flashing light highway crossing signals and gates:**

Eastward trains stopping between highway circuit sign and Signal Br. located at MP 14.4 must not exceed 15 MPH. between Signal Br. 14.4 and Brainard Ave. crossing.

When eastward freight trains on track 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainard Ave.

Maple Avenue, Brookfield, MP 12.7:

(a) Eastward trains on tracks 2 and 3, when setting out cars on transfer track, must cut west of highway circuit sign located 351 feet west of Maple Avenue.

(b) When switching over Maple Avenue, trains and engines must not occupy Maple Avenue crossing until gates have lowered.

Maple Avenue, west of Fairview Avenue, MP 20.6:

Westward trains on track 1, stopping at Fairview Avenue to discharge passengers, must stop short of signal bridge immediately west of Fairview Avenue station.

Washington Street, Main Street, and Forest Avenue, Downers Grove:

(a) Trains and engines in eastward switching movements on tracks 1, 2, and 3 must move beyond highway circuit sign located 150 feet east of Main Street, before making westward movement.

Westward movements on track 1, after performing switching at switch MP 22.3, west end of siding Downers Grove, or after being delayed between MP 22.3 and highway circuit sign, located 400 feet east of Belmont Road, must not exceed 10 MPH with leading car or engine, between highway circuit sign and Belmont Road MP 22.6.

When eastward freight trains on track 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

15. Rule 107 will not apply on the First Subdivision: The following will govern:

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

When suburban trains are operated west bound on track No. 2 between Downers Grove and Eola, it is the responsibility of the crews to check the north side platforms at Belmont, Lisle and Naperville and inform any west bound passengers to go around the rear of train at Belmont or through subways at Lisle and Naperville and wait for these passengers to board train.

16. Between Harrison Ave. interlocking and Union Ave. interlocking limits no train or engine movements may be permitted to follow an I.C.G. Amtrak train, nor may an I.C.G. Amtrak train follow another movement out until the preceeding movement is clear of Union Ave. interlocking westward or Harrison Ave. interlocking eastward.

17. Standby Service for Suburban Passenger Equipment –

440-volt electrical standby service for suburban passenger equipment is located in "A", "B" and "C" yard at 14th Street Coach yard Chicago, Hill yard Aurora, and Depot yard Aurora.

Light indications over each track on electrical bridge indicate the following:

Green – Charging lines not plugged in.

Flashing Amber – Charging line plugged in but circuit breaker tripped.

Red – Charging line plugged in.

In addition to the light indication when charging line is plugged in, electrician will place red flag in coupler of south end only.

When either the red or flashing amber light is on or the equipment is red flagged, the equipment on that track must not be moved.

Engines may be coupled onto equipment which has red or flashing amber lights or red flagged and it is the responsibility of the switchman or pilot to move the red flag to the south end of the added on equipment and place it in the coupler. It is the electrician's responsibility to ultimately remove the red flag when the charging line is unplugged.

18. When a train or engine is stopped by a signal governing movement over power operated switches, if no conflicting movement is evident a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to the control operator.

Control operator may authorize movement over power operated switches at restricted speed, if control machine indicates that the power operated switches are lined and locked for the route to be used.

If control machine does not indicate that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the train dispatcher as it will be necessary for signal maintainer to line these switches.

19. Aurora – Member of crew protect movement over Pierce Street, Hanks and Aurora Avenues.

20. Batavia – All trains passing over Webster Street on the house track will stop before entering onto Webster Street and then proceed only under protection of a flagman on the ground.

21. Test Mile Location –

Eastward and westward – MP 31 – MP 32 between Naperville and Eola.

22. Failed Equipment Detectors – None

Dragging Equipment Detectors – Westward MP 10.5 tracks 1 and 2.

CHICAGO DIVISION  
(Aurora - Galesburg)

SECOND SUBDIVISION

	Passenger	Freight
1. Maximum speed of trains	79 MPH.	60 MPH.
Loaded unit train		40 MPH.
Except as indicated below:		
MP 157.7 - MP 161.7 track 3	45 MPH.	30 MPH.
MP 161.7 - MP 162.4 track 1 westward	30 MPH.	30 MPH.
MP 162.4 - MP 161.7 track 2 eastward	30 MPH.	30 MPH.
MP 161.7 - MP 162.1 track 3	25 MPH.	20 MPH.
MP 162.1 - MP 161.7 track 1 eastward	30 MPH.	10 MPH.
MP 161.7 - MP 162.1 track 2 westward	30 MPH.	30 MPH.
MP 162.1 - MP 162.4 track 1 eastward, track 2 westward, and track 3	15 MPH.	10 MPH.
At Bristol, Somonauk, Earlville, Zearing, Kewanee, Galva, Wataga:		
Through all crossovers between main tracks	35 MPH.	35 MPH.
At Earlville:		
Through turnouts east end of eastward siding	40 MPH.	30 MPH.
Through turnouts west end of westward siding	10 MPH.	10 MPH.
Westward siding	10 MPH.	10 MPH.



#### At MP 80.4:

Through crossovers between main tracks at east end of advance track ..... 30 MPH. 30 MPH.

#### At MP 82.1:

Through crossover between track 2 and advance track ..... 30 MPH. 30 MPH.

#### At Zearing:

Through turnouts of eastward sidings ..... 35 MPH. 30 MPH.

#### At Buda:

Through crossovers between main tracks ..... 35 MPH. 30 MPH.

#### At Bishop:

Through turnout track 3 to track 2 ..... 35 MPH. 30 MPH.

#### Between Earlville and Baker:

Except between MP 8.0 and MP 8.2 ..... 30 MPH. 10 MPH.

Derricks ..... 10 MPH.

#### Loaded ore cars between Mendota and Aurora:

MP 83 to MP 82 ..... 30 MPH.

### 2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.  
315,000 lbs., minimum length 52 ft.  
except between Baker and Earlville ..... 263,000 lbs.

Diesel units heavier than Group D except GP 7's GP 9's, and GP 10's not permitted on the following tracks:

Aurora ..... Waste unload  
Industry  
C. E. Refractories  
Richards Wilcox Co. tracks

Montgomery ..... Natural Guano Co.

Plano ..... House track  
Runaround track  
Crossover between runaround and house tracks

Sandwich ..... New Idea Plant  
Foundry track — 300 feet beyond clearance point  
Runaround and tail track, west of Green Street

Earlville ..... Frey Products Co.

Mendota ..... J. D. Towers Co.  
House track

### 3. Train Register Exceptions — None.

### 4. Clearance Provisions and Exceptions Rule 83(B) —

Clearance received at Galesburg for Second Subdivision clears train at Aurora on First Subdivision.

At Aurora Rule 83(B) does not apply except to trains originating.

At intermediate location in CTC Territory Rule 83(B) will not apply when so authorized by train dispatcher. Trackage between Earlville and Baker is considered industrial track, Rule 105 applies.

### 5. Rule 99 — When flagging is required, distance will be 1.5 miles.

### 6. At Mendota —

Interlocking rules govern between absolute signals of ICG crossing MP 82.9 tracks one and two and between absolute signals governing movements from south yard lead to BN track 2 and south yard lead to ICG connection lead. Signals and dual control switches are controlled by train dispatcher at Cicero, Illinois. ICG Rule 608(2) in effect for trains operating through interlocking on ICG tracks.

Track No. 8, commonly known as Track No. 1 North Yard, must not have cars left standing between 8040 feet west of MP 82 and 8540 feet west of MP 82 account close clearance to Main Track No. 1.

### 7. Kewanee —

After stopping at Kewanee Passenger Station, eastward passenger trains on either track must not exceed 5 MPH until locomotive or car occupies Tremont Street.

### 8. Galva —

Trains and engines have crossing gates down at Chester Street, after passing Hwy. Circuit which is located approximately 900 ft. east of N.E. 6th Ave.

Westward trains performing switching at Galva must leave their train east of Hwy. circuit sign.

AT&F 80000 series highroof box cars 17 feet high, 80 feet long, or other similar box cars, must not be placed on track No. 28 serving the old Lily Tulip Plant.

### 9. Main tracks on the Second Subdivision will be numbered consecutively from the north beginning with No. 1.

### 10. Test Mile Locations —

Westward = MP 49 = MP 50 between Bristol and Plano.

Eastward = MP 158 = MP 154 between Wataga and Oneida.

### 11. Failed Equipment Detectors —

MP 56.9 = Sandwich = eastward and westward tracks 1 and 2

MP 87.8 = Mendota = eastward and westward tracks 1 and 2

MP 118.0 = Wyand = eastward and westward tracks 1 and 2

MP 148.6 = Galva = eastward and westward tracks 1 and 2

### Dragging Equipment Detectors —

Eastward = Montgomery = MP 49.9 = Tracks 1 and 2.

## CHICAGO DIVISION (Aurora - Savannah)

### THIRD SUBDIVISION

### 1. Maximum speed of trains —

Freight ..... 60 MPH.

Loaded unit trains ..... 40 MPH.

Except as indicated below:

Loaded unit trains between MP 126 to 110 observing other speed restrictions ..... 35 MPH.

Jet. switch, South River Street, Aurora ..... 25 MPH.

Industrial track from controlled siding Aurora ..... 10 MPH.

At Steward Jet.:

Through crossover end of two main tracks ..... 35 MPH.

At Flag Center:

Through turnout end of two main tracks ..... 40 MPH.

At MP 142.4:

Through turnout (Plum River) ..... 30 MPH.

At MP 143.2

Through turnout end of two main tracks ..... 35 MPH.

# AT MP 143.3

Through turnout	25 MPH.
Through turnouts of controlled sidings	20 MPH.
Over highway crossings on controlled sidings	10 MPH.
Unit coal, ore, potash, ballast trains through sidings	10 MPH.
Loaded ore cars	
Over Bridge 98.18 Oregon	20 MPH.
Between Oregon and Mt. Morris:	
Maximum speed permitted	10 MPH.
Over highway crossing MP 104.5	5 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.

263,000 lbs., minimum length 44 ft.

315,000 lbs., minimum length 52 ft.

Industrial track from controlled siding Aurora—cars heavier than 263,000 lbs. not permitted without authority of Superintendent, 250-ton wrecking derrick, and Bridge Derrick No. 975501 are not permitted.

## Between Oregon and Mt. Morris—

Cars heavier than 263,000 lbs. not permitted without authority of Superintendent.

Diesel units heavier than Group D, except GP 7's, GP 9's and GP 10's not permitted.

Bridge derrick 975501 and 250-ton wrecking derrick must not operate.

## 3. Train Register Exceptions—

Rochelle—Westward trains enroute to Eighth Subdivision may register by register ticket.

## 4. Clearance Provisions and Exceptions Rule 83(B)—

Rochelle—Westward trains enroute to Eighth Subdivision must receive clearance.

Clearance received at Savanna for Third Subdivision clears trains at Aurora on First Subdivision.

Aurora—Rule 83(B) does not apply except to trains originating.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

## 5. Rule 99—When flagging is required, distance will be 1.5 miles.

## 6. Track between Oregon and Mt. Morris is considered industrial track, Rule 105 applies. Service between these points will be one engine movement only which will not leave Oregon before 7:01 a.m. daily except Sunday.

Track leading off controlled siding Aurora is considered industrial track. Rule 105 applies.

## 7. Main tracks on Third Subdivision will be numbered consecutively from the north beginning with No. 1.

## 8. Rochelle—Signals governing movements over C&NW crossing also govern the block. Rule 269 must be complied with in addition to interlocking rules.

## 9. Manual Interlocking not Indicated at Station—

C&NW crossing 2.8 miles west of Waterman.

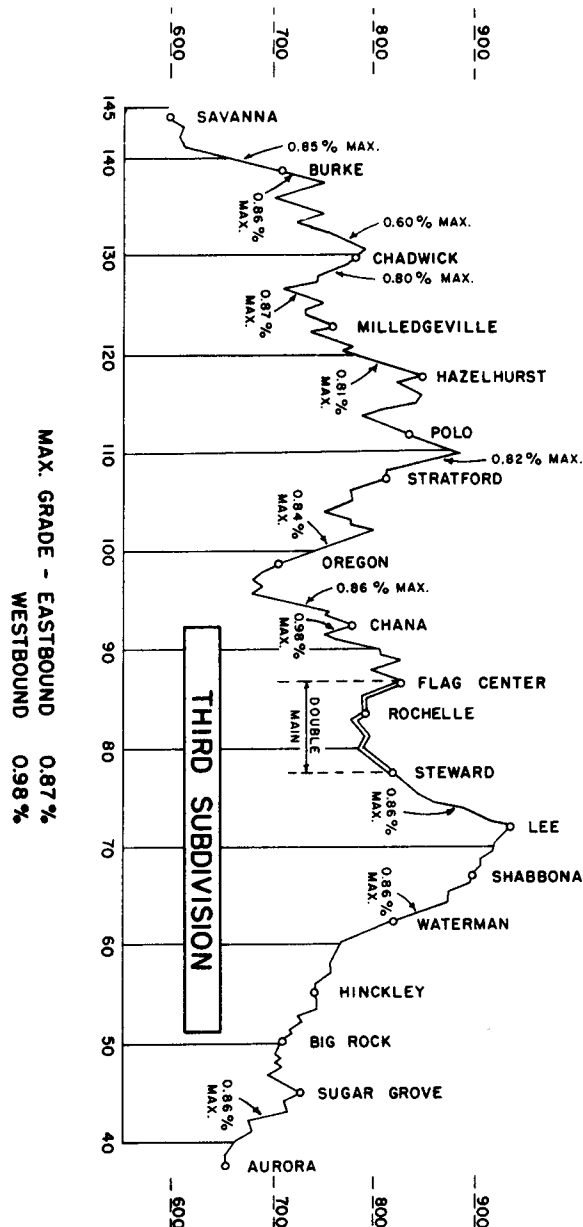
## 10. Double track between Savanna and CTC MP 143.2. Rules 251-254 are in effect.

## 11. Savanna—Movement of trains against current of traffic between end of double track MP 143.2 and crossover MP 146 will be made by authority and under protection of dispatcher.

## 12. Dart Container Co. track MP 3.4—85 foot cars or Hi-Cube cars must not use this track. GP engines coupled to larger engines and GP engines coupled to 60-foot car must not use this track. 60-foot cars may use track when coupled to 40-foot car between engine and 60-foot car. NW-switch type engine can be coupled directly to 60-foot car.

Member of crew will report to Operator Aurora Tower when clear of siding and must have permission before again occupying siding.

Engines stop and protect movement over Prairie Street, Pierce Street, Hanks and Aurora Avenues.



## 13. Test Mile Location—

Westward—MP 52 - MP 53 between Big Rock and Hinckley.  
Eastward—MP 132- MP 131 between Burke and Chadwick.

#### 14. Failed Equipment Detectors =

MP 71.8 = Lee = Eastward and westward movements.  
MP 110.8 = Stratford = Eastward and westward movements.

#### Dragging Equipment Detectors =

Eastward = Sugar Grove - MP 48.8

### CHICAGO DIVISION (Savanna - St. Croix Tower)

## FOURTH SUBDIVISION

#### 1. Maximum speed of trains:

Freight .....	60 MPH.
Loaded Unit Trains .....	40 MPH.
Loaded Unit Ore Trains .....	80 MPH.

#### Except as indicated below:

Herrington, through crossovers, MP 284.7 .....

85 MPH.

Maximum authorized speed through turnouts at end of two main tracks located at Ports; MP 287.0; Grafi; MP 288.5; East Winona; Winona Jet.; Trevino; Mears .....

85 MPH.

Maximum authorized speed through turnouts at end of two main tracks located at MP 171.5 and at MP 172.2 (BN) .....

80 MPH.

Sullivan through East and West crossover .....

85 MPH.

Against the current of traffic on double track .....

49 MPH.

Loaded Unit Trains operating against current of Traffic .....

80 MPH.

Train must not exceed 80 MPH through turnouts of controlled sidings.

Unit coal, ore, potash and ballast trains will not exceed 10 MPH through sidings.

Loaded unit coal trains on eastward and westward track between MP 185.5 - 189.0 .....

85 MPH.

Speed restrictions when handling loaded and empty ore cars between St. Croix Tower and Savanna.

MP 286.0 - MP 284.5 .....

80 MPH.

MP 289.2 - MP 285.0 .....

80 MPH.

Bridge 285.00 .....

85 MPH.

MP 288.1 - MP 287.1 .....

80 MPH.

MP 186.7 - MP 171.5 .....

80 MPH.

Between East Cabin, MP 184.8 and ICG crossing, East Dubuque, trains moving through interlocking will move at restricted speed.

#### 2. Bridge, Engine and Heavy Car Restrictions =

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 88 ft.

268,000 lbs., minimum length 44 ft.

315,000 lbs., minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 268,000 lb. ore cars not shorter than 85 ft. may operate.

Diesel units heavier than Group D, except GP 7's, GP 9's and GP 10's not permitted on the following track:

LaCrosse, Old Main between South Avenue and West Avenue.

Between East Winona and Winona; Diesel units restricted as follows:

Groups A and B - 3 units

Group C - 1 unit

Group D - 2 units

Group E not permitted

Group F, G, H - 1 unit

Group I - not permitted.

Cars heavier than 220,000 lbs. not permitted without authority of Superintendent. Cars heavier than 210,000 lbs. must be separated by one or more empty cars.

Bridge derrick 975501 and 250-ton wrecking derrick must not operate.

When handling bridge derrick 975501 or 250-ton wrecking derrick over Dubuque bridge it must be separated by at least eight cars from engine and must not exceed 10 MPH.

Dubuque = Loaded J-210 ore cars not permitted on Mississippi River bridge.

#### 3. Train Register Exceptions =

St. Croix Tower = Trains will register by register ticket.

#### 4. Clearance Provisions and Exceptions Rule 83(B) =

North LaCrosse = Trains must receive clearance.

#### 5. Rule 99 = When flagging is required, distance will be 1.5 miles.

#### 6. Between Savanna and Whitten when eastward signal at MP 146.4 displays Stop indication, member of the crew will communicate immediately with operator. If signal cannot be cleared, Rule 509 will govern.

#### 7. Dubuque, Iowa = Between 4:00 p.m. and 8:00 a.m., member of the crew with the necessary flagging equipment will flag each train movement over East Fourth Street.

Between East Dubuque and Dubuque movements over Mississippi River bridge are governed by ICG rules.

#### 8. Prairie du Chien = Street crossings must not be blocked by westward trains when stopped by Hot Bearing and Dragging Equipment Detector at MP 286.4. Train should be stopped for inspection before blocking Parrish Street MP 288.8.

#### 9. Between Winona and East Winona = Rule 99 in effect.

Draw span over Mississippi River bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at absolute signal (801L) may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at reduced speed, on yellow signal from bridge tender, per Rule 8(c). This does not relieve requirements of flagging when signal displays stop (801L). NOTE = "End of Block" sign installed opposite the opposing absolute signals.

East Winona = Normal position of switches from old eastward siding at East Winona to new siding must be lined for new siding when not in use.

The switch located between the GB&W crossing and the Winona Bridge Company bridge must be lined and locked for the GB&W main line when not in use.

#### 10. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC limits at reduced speed where approach signals are not provided for such movements.

#### 11. Savanna = Movement of trains against current of traffic between end of double track MP 148.7 and crossover MP 146 will be made by authority and under protection of dispatcher.

#### 12. Test Mile Location =

Westward = MP 158 - MP 159 between Proving Ground and Galena Jet.

Eastward = MP 284 - MP 285 between Herrington and Stoddard.

Westward—MP 315 - MP 316 between Onasaska and Trempealeau.  
Eastward—MP 402 - MP 403 between Prescott and Diamond Bluff.

**13. Failed Equipment Detectors—**

MP 193.3—Potosi—Eastward and westward movements on both tracks.  
MP 236.5—Crawford—Eastward and westward movements.  
MP 327.5—Winona Jct.—Eastward and westward movements.  
MP 362.5—Trevino—Eastward and westward movements.  
MP 392.5—Hager—Eastward or westward movements with the current of traffic.

**Dragging Equipment Detectors—**

See failed equipment detectors above.

**CHICAGO DIVISION**  
**(Galesburg - Savanna)**

**FIFTH SUBDIVISION**

**1. Maximum Speed of Trains:**

Freight .....	49 MPH.
Loaded unit trains .....	40 MPH.

**Except as indicated below:**

Galesburg passenger station and across main street .....	15 MPH.
Through turnouts, East and West end Alpha and Bouhan .....	35 MPH.
Through turnouts, east and west end Warner and Barstow .....	30 MPH.
Through turnout MP 96.7 (Plum River) .....	30 MPH.
Unit coal, ore, potash, ballast trains through sidings .....	10 MPH.
Trains handling bridge or wrecking derricks .....	25 MPH.

When handling loaded and empty ore cars between Savanna and Galesburg maximum authorized speed is 30 MPH except as follows:

MP 48.4 - MP 47.8; MP 68.0-MP 68.3 .....	15 MPH.
MP 45.5 - MP 42.3 .....	10 MPH.
MP 38.4 - MP 37.4 .....	30 MPH.
Between Woodhull-Aledo .....	10 MPH.
Over highway crossing west of Viola depot .....	8 MPH.
Between Denrock-Agnew .....	10 MPH.
Between Lass and Garden Plain .....	5 MPH.
Between Rio and North Henderson .....	5 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.  
315,000 lbs., minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Between Lass and Garden Plain, Rio and North Henderson . . . . . 263,000 lbs.

When handling 250-ton wrecking derrick or bridge derrick 975501 across Rock River bridge 43.17 at Barstow, derrick must be spaced at least three cars from engine.

Between Rio and North Henderson bridge derrick 975501 and 250-ton wrecking derricks must not operate.

Cars over 60 feet in length not permitted on track leading from siding Alpha to Aledo line without authority of superintendent.

Diesel units in Groups H and I not permitted between Rio and North Henderson.

Between Woodhull and Aledo diesel units in Group D, E, H and I not permitted.

Between Woodhull and Aledo diesel units in Group A, B and C only permitted on the following tracks:

Alpha .....	Elevator Track
Woodhull .....	House Track

Between Woodhull and Aledo bridge derrick 975501 and 250-ton wrecking derricks must not operate.

**3. Train Register Exceptions—**

Barstow—Trains may register by register ticket.

Denrock—Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Barstow—Trains must receive a clearance.

Denrock—Trains must receive a clearance when operator on duty.

Denrock—Trains will register when directed by train order.

**5. Rule 99—When flagging is required, distance will be 2 miles.**

**6. Alpha to Aledo—Main track may be blocked with cars.**

**7. Track between Lass to Garden Plain, Rio to North Henderson, Alpha to Aledo, Alpha to Woodhull and Denrock to Agnew is considered industrial track, Rule 105 applies. Service between Lass and Garden Plain will be one engine movement only which will not leave Lass daily before 7:15 a.m. Line up required between Rio and North Henderson.**

**8. Barstow—Normal position wye switch is for siding. Crossings must not be blocked longer than 20 minutes.**

Denrock—Normal position wye switches for Fifth Subdivision.

Denrock—Normal position of junction switch is for Ninth Subdivision.

**9. CRI&P crossing Colona, MP 40.8.**

When stop indication of interlocking signals are encountered, trainman or engineman must contact BN train dispatcher on telephone located in instrument house at crossing. Signals governing movement through interlocking limits also govern movement into CTC territory, Rules 269 and 606(C) in effect. Eastward CRI&P trains and engines must not enter BN CTC territory unless the governing signal displays an indication to proceed or authority is obtained from BN train dispatcher.

**10. Test Mile Location—**

Westward—MP 7.65—MP 8.65 between Henderson and Rio.  
Eastward—MP 89.4—MP 90.4 between Ayres and Thompson.

**11. Failed Equipment Detectors—**

MP 64.7—Erie—Eastward and westward movements.  
MP 29.6—Orion—Eastward and westward movements.

**12. Dragging Equipment Detector—**

MP 40.1—Eastward and westward movements.

**CHICAGO DIVISION**  
(Zearing - LaSalle)  
**SIXTH SUBDIVISION**

**1. Speed Restrictions—**

Maximum speed of trains:

Zearing - MP 94.9 .....	40 MPH.
LaSalle - MP 25.7 .....	25 MPH.
Between LaSalle and Spring Valley:	
Between MP 27.75 and MP 28.25 .....	5 MPH.
Between MP 29.25 and MP 30.75 .....	5 MPH.
Ladd - Howe .....	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I not permitted.

Diesel units other than GP 7's, GP 9's and GP 10's not permitted on following track:

LaSalle ..... Pabst & Schults Beer Track

250-ton wrecking derrick and bridge derrick 975501 must not operate.

Spring Valley—Engine or cars must not use No. 2 pit track west of road crossing located just east of Tipple Western Sand and Gravel Co.

**3. Train Register Exceptions—None**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

LaSalle—Trains must receive clearance when operator on duty.

**5. Rule 99—When flagging is required, distance will be 1 mile.**

**6. Zearing—Normal position for the south wye switch on the Sixth Subdivision will be for the south wye.**

**CHICAGO DIVISION**  
(Barstow - Clinton)

**SEVENTH SUBDIVISION**

**1. Speed Restrictions—**

<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Barstow and Terminal Jct. ....	20 MPH.
Item 1A, All Subdivisions, applies.	

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted on the following tracks:

Clinton ..... All yard tracks except track 14 known as pit track  
Midcontinent Petroleum Co.  
Clinton Corn Products corn unloading track

Rock Island ..... Zifferin Beer & Storage (42nd Street)  
No. 2 repair track  
Rock Island Sash & Door Co.  
Illinois Oil track  
Finkelstin Coal track and lead  
All tracks lower yard

**3. Train Register Exceptions—None**

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Terminal Jct.—Rule 83(B) does not apply.

**5. Moline—Trains or engines must not occupy 12th Street crossing MP 250.2 until gates are observed in a lowered position.**

**6. Barstow—Normal position for wye switch is for Seventh Subdivision.**

**CHICAGO DIVISION**  
(Flag Center - Rockford)

**EIGHTH SUBDIVISION**

**1. Speed Restrictions—**

Maximum speed of trains:	25 MPH.
Through curves at Flag Center .....	12 MPH.
Engine or leading car of train between absolute signals at CMStP&P crossing MP 11.7 .....	20 MPH.
Engines or leading car of train across Rt. 72 crossing Davis Jct. MP 11.8 .....	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.  
263,000 lbs. or less, minimum length 44 ft.  
315,000 lbs. or less, minimum length 52 ft.  
except must not exceed 263,000 lbs. between Davis Jct. and Rockford.

Diesel units heavier than Group D, except GP 7's, GP 9's and GP 10's not permitted on the following tracks:

Rockford ..... J. Rubin Co.  
Gunite Foundries  
Rock, Sand & Gravel Co.  
Rockford Fuel & Lumber Co.  
Wyman Street Lead  
Coal Storage

**3. Train Register Exceptions—**

Davis Jct.—Trains may register by register ticket.

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Flag Center—Rule 83(B) does not apply.

Davis Jct.—Trains must receive clearance.

**5. Rule 99—When flagging is required, distance will be 1.5 miles.**

**6. Rockford—ICG crossing is remotely controlled by ICG operator. If signal fails to clear, instructions posted in telephone box will govern.**

**7. Between Camp Grant and ICG crossing—Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movements approaching and passing over electric locked switches at MP 21.9. These signals are not a part of automatic block, CTC, or interlocking system.**

When signal at MP 21.8 displays a Red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a Red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When Green aspect is displayed by signal at MP 21.8 or signal at MP 22.0 train or engine may proceed.

Signals at MP 21.4 and MP 22.5 display a Yellow aspect and trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

**8. Handling 80 Foot or Longer Cars —**

(See All Subdivisions special instructions, items 3 and 4) Rockford MP 23.5.

**CHICAGO DIVISION**  
(Mendota - Denrock)  
**NINTH SUBDIVISION**

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Mendota and Denrock .....	30 MPH.
Item 1A, All Subdivisions, applies except between MP 18 and MP 27.	

**2. Bridge, Engine and Heavy Car Restrictions —**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

**3. Train Register Exceptions —**

Denrock — Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 83(B) —**

Denrock — Trains must receive clearance when operator on duty.

**5. Rule 99 —** When flagging is required, distance will be 1 mile.

**6. Denrock —** Normal position of junction switch is for Ninth Subdivision.

**7. Automatic interlocking not indicated at Station.**

C&NW Crossing 3.5 miles west of Walnut.

**CHICAGO DIVISION**  
(Earlville - Sterling)  
**TENTH SUBDIVISION**

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Earlville - Sterling .....	10 MPH.
North wye switches Earlville and CNW Jct. ....	10 MPH.
Item 1A, All Subdivisions, applies on Tenth Subdivision.	

**2. Bridge, Engine and Heavy Car Restrictions —**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

Diesel units in Groups D, E, H and I not permitted between Earlville and Sterling.

Between Earlville and Sterling 250-ton wrecking derrick and bridge derrick 975501 must not operate.

**3. Train Register Exceptions —** None.

**4. Clearance Provisions and Exceptions Rule 83(B) —**

Earlville — Train orders and clearance received at Mendota, Eola or Aurora tower clears train at Earlville.

BN crews must obtain permission from mainline C&NW dispatcher before occupying or fouling C&NW main track.

**5. Rule 99 —** Unless otherwise provided, protection against following trains is not necessary on the Tenth Subdivision.

When flagging is required, distance will be 1 mile.

**6. Automatic Interlocking not Indicated at Station —**

C&NW crossing 3.4 miles west of Harmon.

**7. Automatic interlocking not indicated at Station.**

BN-C&NW crossing MP 47.4 at Sterling.

**8. Sterling —** Trains must stop before crossing 1st Avenue.

**9. C&NW main track between wye switches west of Earlville and C&NW Jct.** 3130 feet north thereof is used jointly by BN and C&NW trains.

**CHICAGO DIVISION**  
(Montgomery - Streator)  
**ELEVENTH SUBDIVISION**

**1. Maximum Speed of Trains:**

Freight:

Montgomery to Ottawa ..... 30 MPH.

Ottawa to Streator ..... 25 MPH.

**Except as indicated below:**

Eastward trains at approach signal to CTC at Montgomery .... 25 MPH.

Ottawa:

Over Columbus Street (Route 23), LaSalle Street, B&O crossing, and Fourth Street ..... 10 MPH.

Between B&O crossing and Illinois River bridge ..... 8 MPH.

Item 1A, All Subdivisions, applies except between MP 69 and MP 72 and MP 81 and MP 85.

**2. Bridge, Engine and Heavy Car Restrictions —**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

**Wedron**—Engine not permitted on coal trestle Wedron Silica Co.  
**Streator**—Engine not permitted on bridge 97.12 on Owens Illinois Glass Industry track.

**GALISBURG DIVISION**  
 (Galesburg - Pacific Jet.)  
**FIRST SUBDIVISION**

**3. Train Register Exceptions—**

**Streator**—Train register located in phone box at east end of north yard.  
**Ottawa**—Train register located in phone box at east end of yard.

**4. Clearance Provisions and Exceptions Rule 83(B)—**

**Montgomery**—Clearance received at Aurora Tower clears train at Montgomery.

**Wedron and Ottawa**—Trains must receive clearance when operator on duty.

**5. Rule 99—** Unless otherwise provided, protection against following trains is not necessary between Ottawa and Streator.

When required to flag distance will be 1.5 miles.

**6. Before proceeding over drawbridge 81.45 over Illinois River at Ottawa, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.**

**7. Streator—** All movements over Broadway Street must be protected by a member of the crew on the ground.

Before crossing Mildred Street on old lead and First Street on both north leads to Owens-Illinois Glass Co., Hickory Street, stop and protect movement.

**8. Ottawa—** Crossing signals for Boyce Memorial Drive on Sieberling lead are protected by motion sensing devices. Should they fail to operate the signals may be activated by moving the leading wheels into the island circuit, located 50 feet from crossing. If signals do not then operate, the crossing must be flagged.

**1. Speed Restrictions—**

**Maximum Speeds Permitted**

<b>Zone—Between</b>	<b>Passenger</b>	<b>Freight</b>
Maximum Speed Passenger Trains except as indicated below:	70 MPH.	
Waterman and Graham .....	85 MPH.	85 MPH.
MP 162.0 - MP 163.6, track 1, westward .....	80 MPH.	80 MPH.
MP 163.5 - MP 162.0, track 2, eastward .....	80 MPH.	80 MPH.
MP 162.0 - MP 162.8, track 2 westward .....	10 MPH.	10 MPH.
MP 162.8 - MP 163.6, track 2 westward .....	80 MPH.	80 MPH.
MP 162.0 - MP 163.5, track 1 eastward .....	10 MPH.	10 MPH.
MP 163.5 - MP 164.0 .....	75 MPH.	50 MPH.
Curve MP 176.5 .....	75 MPH.	
MP 177.4 - MP 178.5 .....		50 MPH.
MP 178.5 - MP 179.5 .....	40 MPH.	80 MPH.
MP 203.0 - MP 204.0 .....	70 MPH.	50 MPH.
MP 204.0 - MP 205.0 .....	80 MPH.	80 MPH.
MP 205.0 - MP 206.8 .....	20 MPH.	20 MPH.
MP 206.8 - MP 207.3 .....	50 MPH.	45 MPH.
MP 207.3 - MP 209.0 .....	50 MPH.	40 MPH.
MP 209.0 - MP 211.0 .....		50 MPH.
MP 276.5 - MP 277.6 .....	60 MPH.	50 MPH.
MP 277.6 - MP 279.0 .....	40 MPH.	80 MPH.
MP 279.0 - MP 280.5 .....	80 MPH.	85 MPH.
MP 280.5 - MP 281.3 .....	45 MPH.	85 MPH.
MP 301.9 - MP 303.6, westward track .....	70 MPH.	50 MPH.
MP 301.9 - MP 302.2, curve eastward track .....	40 MPH.	85 MPH.
Head end of train between MP 303.6 and MP 304.4 westward track .....	40 MPH.	25 MPH.
MP 304.4 - MP 306.9, westward track .....	70 MPH.	40 MPH.
MP 308.3 - MP 308.3, eastward track .....	50 MPH.	40 MPH.
MP 315.0 - MP 321.5 .....	70 MPH.	50 MPH.
MP 321.5 - MP 323.3 .....	60 MPH.	50 MPH.
MP 333.9 - MP 334.5 .....	40 MPH.	80 MPH.
MP 339.8 - MP 340.0, westward track .....	50 MPH.	40 MPH.
MP 340.0 - MP 351.5, eastward track .....		50 MPH.
MP 351.5 - MP 354.8, eastward track .....	55 MPH.	45 MPH.
MP 391.7 - MP 393.0 .....	50 MPH.	40 MPH.
MP 393.0 - MP 393.7 .....	30 MPH.	25 MPH.
Maxon, east crossover .....	30 MPH.	30 MPH.
Maxon, west crossover .....	35 MPH.	35 MPH.
Halpin, east crossover .....	30 MPH.	30 MPH.
Halpin, west crossover .....	35 MPH.	35 MPH.
Curve MP 316.8 .....	65 MPH.	50 MPH.
Curve MP 324.5 .....	75 MPH.	
MP 333.2 crossovers .....	35 MPH.	35 MPH.
Shannon, crossovers .....	35 MPH.	35 MPH.
MP 357.9 crossover .....	35 MPH.	35 MPH.

Head end of trains moving with current of traffic between MP 359.5 and MP 360.4	60 MPH.	50 MPH.
Equilateral turnout at following locations:		
Prescott MP 405.7	70 MPH.	60 MPH.
Corning MP 412.0	70 MPH.	60 MPH.
Nodaway MP 422.2	70 MPH.	60 MPH.
Villisca MP 428.9	70 MPH.	60 MPH.
Red Oak MP 439.4	70 MPH.	60 MPH.
Unilateral turnouts at following locations:		
West end Creston MP 395.1	35 MPH.	35 MPH.
West end Red Oak MP 443.3	35 MPH.	35 MPH.
East end McPherson MP 447.5	35 MPH.	35 MPH.
West end Hastings MP 458	35 MPH.	35 MPH.
East end Balfour MP 466	35 MPH.	35 MPH.
MP 408.9, crossovers	35 MPH.	35 MPH.
MP 425.5, crossovers	35 MPH.	35 MPH.
MP 453.5, crossovers	35 MPH.	35 MPH.
MP 467.9, crossover	35 MPH.	35 MPH.
Malvern siding turnouts	35 MPH.	35 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 165.5, turnout, end of two main tracks	30 MPH.	30 MPH.
Graham cut-off; eastward track between MP 165.2 and MP 164.7	20 MPH.	20 MPH.
Graham, turnouts, except crossover between freight main tracks	30 MPH.	30 MPH.
Head end of eastward freight trains passing signal S-170:		
Freight trains up to 100 Tons/O.B.		55 MPH.
Freight trains over 100 Tons/O.B.		45 MPH.
Connett through crossovers	35 MPH.	35 MPH.
Eastward and westward movements on main tracks and Hawkeye lead MP 205.9—5th Street to MP 205.7, east of Main Street and lead car or engine between MP 205.4 and MP 205.0	10 MPH.	10 MPH.
Yard engines making switch moves between Main Street Burlington and "end CTC" sign MP 206.6		10 MPH.
Westward movements on all other tracks from 150 feet east to Main Street crossing Burlington	5 MPH.	5 MPH.
Head end of train MP 232.8 to MP 233.8, Mt. Pleasant	60 MPH.	50 MPH.
Head end of trains moving with current of traffic over street crossings, Fairfield	60 MPH.	50 MPH.
Light engines and single units over highway crossing MP 269.9		15 MPH.
Osceola—Old main track north yard		5 MPH.
Trains between Talmage Jct. and Talmage		15 MPH.
Light engines over Main Street crossing, Prescott		20 MPH.
Red Oak and Farragut		25 MPH.
Red Oak and Griswold		25 MPH.
Engines between station Red Oak and Foot of incline		15 MPH.
Between Red Oak and Griswold MP 0.2-MP 1.4, MP 5.6-MP 9.6, MP 18.1 and MP 18.6		15 MPH.
Coolbaugh Street Red Oak		5 MPH.

Between Red Oak and Griswold highway crossings MP 1.4, MP 7.3	5 MPH.
Trains handling loaded tank and loaded air dump cars between—	
Red Oak and Griswold	15 MPH.
Red Oak and Shenandoah	20 MPH.
Light engines over highway crossing MP 423.1 and MP 426.5	20 MPH.
Highway crossing MP 0.9 and MP 3.1 between Hastings and Henderson	5 MPH.
Unit loaded ore trains—	
Bridge 204.66 Burlington	10 MPH.
Adjacent track must be clear of traffic while ore train passes over bridge 204.66	
Bridge 235.85	25 MPH.
Bridge 239.24	25 MPH.
Bridge 257.92	25 MPH.
Bridge 284.12	10 MPH.
Adjacent track must be clear of traffic while ore train passes over bridge 284.12	
Bridge 379.51	25 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.

263,000 lbs., minimum length 44 ft.

315,000 lbs., minimum length 52 ft.

Diesel units in Group I must not operate on the following tracks:

Monmouth . . . W. Monmouth Lumber  
Oil City

Burlington . . . Elevator track No. 1

West  
Burlington . . . Murray Iron Works

Danville . . . Elevator track

Mt. Pleasant . . . Hayes Co.  
South Scraper track

Lockridge . . . Stockyard

Fairfield . . . House track

Diesel units in Groups F through I not permitted on former C&NW tracks D Street Monmouth.

Red Oak—Diesel units in Group F through I must not operate over Bridge 0.74 between Red Oak and Stennett to enter lower yard.

Osceola—The use of more than 2 engine units prohibited in north yard. These units must not have 3 axle trucks.

Between Red Oak—Farragut and Red Oak—Griswold, bridge derrick 975501 and 250-ton wrecking derrick must not operate.

## 3. Train Register Exceptions—

Burlington—Only trains originating or terminating, will register.

Creston and Ottumwa—First class trains will register by register ticket.

Pacific Jct.—Trains will register by register ticket.

## 4. Clearance Provisions and Exceptions Rule 83(B)—

Burlington—Trains originating and trains on which train or engine crew changes must have clearance.



**Exception:** Burlington; train and engines operating only between CTC Burlington and MP 211.0 West Burlington will not require clearance.

At intermediate locations in CTC territory Rule 88(B) will not apply when authorized by train dispatcher.

**Talmage**—Conductors and engineers of westward trains moving from C&NW tracks at Talmage, must receive clearance.

**Creston**—Trains on which train or engine crew changes must have clearance.

**Red Oak**—Trains or engines originating at Red Oak operating between Faragut and Griswold must receive clearance when operator on duty. Operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday.

**Shenandoah and Griswold**—Rule 88(B) does not apply.

Between Red Oak—Faragut, Red Oak—Griswold and Hastings—Henderson is industrial track. Rule 105 applies.

5. **Rule 99**—When flagging is required, distance will be 1.5 miles.

6. **Waterman**—Hand operated switch at MP 165.1 must not be used until permission has been secured from the operator at Seminary Street Tower. Operator must be informed upon completion of movement and that switch is properly lined and locked.

Rule 96(A) does not apply at main track switches at Charlton, Albia, MP 302.1 (east of Albia) Maxon MP 302.2.

**Shenandoah**—Train and engines protect movement over Sheridan and Thomas Avenues.

7. **Menmouth**—Manual interlocking station is unattended between 4:00 p.m. and 7:00 a.m. daily, and between 7:00 a.m. and 4:00 p.m. Saturday and Sunday.

8. **Burlington**—Drawbridge 204.00 over Mississippi River is interlocked.

**West Burlington, Iowa**—Trains and engines using lead track across Highway 84 (Mt. Pleasant Street) and Highway 406 (Agency Street) must stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.

Account close clearance, engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets when other trains are using track 2 at this location.

**Talmage Jet**—Manual Interlocking unattended.

9. **Ottumwa**—Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 272.4 and Tisdale Street MP 280.2 when not authorized by Form D-R order, may be made by authority and under the protection of the yardmaster.

**Charlton-Shannon**—In two main track territory between Charlton and Shannon when the control operator at Charlton is not on duty motor car and on track equipment movements may be made on line up only. CTC track permits not required.

10. **Main tracks between CTC Burlington and yard limit signs MP 211.0, West Burlington**, operated as continuous yard. Train dispatcher will authorize movement for trains and engines.

**Creston**—Movement of trains against the current of traffic between end of CTC at MP 288.5 and crossover at MP 292.1 when not authorized by Form D-R order, may be made by authority of the dispatcher.

11. **Main tracks will be numbered consecutively from the north beginning with No. 1.**

12. **Test Mile Location**—

Westward—MP 172 : MP 174.

Eastward—MP 202 : MP 207.

Westward—MP 216 : MP 217.

Westward—MP 220 : MP 221

Eastward—MP 227 : MP 228

Westward—MP 229 : MP 400

Eastward—MP 404 : MP 428

13. **Failed Equipment Detectors**—

Gladstone—MP 198.8.

Mt. Pleasant—MP 229.9.

Fairfield—MP 251.6.

Russell—MP 282.0

Oseeola—MP 286.7

Nodaway—MP 421.5

McPherson—MP 445.2

**Dragging Equipment Detectors**—

Connett—MP 198.5—Both tracks

Burlington—MP 202.6—Westward track

Burlington—MP 210.9—Eastward track

## GALESBURG DIVISION (Galesburg : North Kansas City)

### SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Passenger	Freight
<b>Zone—Between</b>		
Galesburg : West Quincy .....	75 MPH.	50 MPH.
Loaded Unit Coal Trains .....		85 MPH.
MP 162.4 to MP 168.0 .....	10 MPH.	10 MPH.
MP 168.0 to MP 167.0 .....	55 MPH.	50 MPH.
Receiving yard lead MP 166.5 to west switch No. 9 receiving yard .....		20 MPH.
Through turnout MP 166.7 .....	40 MPH.	85 MPH.
Through turnout MP 168.9 .....	40 MPH.	85 MPH.
Through crossover MP 192.2 .....	80 MPH.	80 MPH.
Through crossover MP 192.4 .....	40 MPH.	85 MPH.
MP 202.6 to MP 202.7 .....	85 MPH.	80 MPH.
Curves between MP 240.0 and MP 244.5 .....	70 MPH.	
MP 258.5 to MP 268.4 .....	80 MPH.	25 MPH.
Curve on west leg of wye between MP 261.4 and Quincy yard .....	10 MPH.	10 MPH.
On Track No. 2 West Quincy .....	10 MPH.	10 MPH.
East leg of wye West Quincy, MP 141.8 : MP 262.9 ..	10 MPH.	10 MPH.
MP 141.8—MP 262.9 are equal.		
<b>Through turnouts—</b>		
West Quincy MP 268.2 .....	25 MPH.	80 MPH.
West Quincy MP 268.4 .....	80 MPH.	80 MPH.
Through turnouts of controlled sidings unless otherwise indicated .....	80 MPH.	80 MPH.
Quincy and Marblehead .....		10 MPH.
Approaching Broadway Street crossing, Quincy		5 MPH.
<b>Zone—Between</b>		
<b>West Quincy—North Kansas City</b>		
MP 2.8 : MP 6.7 .....	50 MPH.	50 MPH.
Through turnout west switch West Quincy Yard ...	80 MPH.	80 MPH.
Loaded unit coal trains between Mark MP 5.7 and MP 224.0 .....		80 MPH.

MP 6.7 - MP 8.6 Main 1 .....	50 MPH.
MP 6.7 - MP 8.6 Main 2 .....	40 MPH.
Through turnouts MP 6.7 and MP 8.6 .....	35 MPH.
Through turnouts and on wye track between North River and Falk .....	30 MPH.
Through crossover Falk .....	30 MPH.
MP 8.6 - MP 10.0 .....	50 MPH.
MP 10.0 - MP 14.8 .....	30 MPH.
Curve MP 15.0 .....	50 MPH.
MP 29.7 - MP 30.4 (Ordinance Head end only) .....	40 MPH.
MP 70.8 - MP 70.75 .....	40 MPH.
MP 74.0 - MP 84.9 .....	50 MPH.
MP 84.9 - MP 99.3 .....	45 MPH.
Curves MP 92.0, MP 92.2 and MP 93.0 .....	40 MPH.
MP 99.3 - MP 103.4 .....	50 MPH.
MP 103.4 - MP 104.4 .....	30 MPH.
Through turnout to N & W at Maxwell .....	35 MPH.
MP 216.2 - MP 224.4 .....	50 MPH.
MP 216.7 crossing .....	25 MPH.
Curves between MP 216.2 and MP 222.9 .....	35 MPH.
Through crossovers, Block 224 .....	25 MPH.
Through turnouts of controlled sidings, unless otherwise specified .....	30 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.

263,000 lbs., minimum length 44 ft.

315,000 lbs., minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Between Quincy and Marblehead—Bridge derricks and wrecking derricks must not operate.

Macomb ..... Road engines using depressed track, Hemp & Co., must not pass a point 100 feet west of west end of plant.

Quincy ..... Engines must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. MP 265.7.

## 3. Train Register Exceptions—

Macon—Trains register when directed by dispatcher.

## 4. Clearance Provisions and Exceptions Rule 83(B)—

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

Train Orders involving joint trackage between Birmingham and Block 224 will be issued to all N&W trains by the N&W dispatcher. N&W clearance form will be the authority for requirement of Consolidated Code Rule 83(B).

## 5. Rule 99—When flagging is required, distance will be 1.5 miles.

## 6. Between Quincy and Marblehead is considered industrial track, Rule 105 applies.

## 7. Within CTC limits, trains finding a Stop and Proceed indication 501(K) displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104(H) and in addition, a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

In CTC territory if signal indicates Stop 501(L) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

## 8. Main tracks will be numbered consecutively from the north beginning with No. 1.

## 9. Bushnell—A crossing signal timing section marked by signs is installed commencing at a point 500 feet east of Osborn Street and extending 800 feet east from that point. The circuitry of this timing section is such that in event a train is stopped between these signs or cars are stored between these signs on either main track after 1' 00" the gates will raise and the flashers will stop at Osborn Street crossing signals and gates will not again be activated until westward movement is made beyond the sign located approximately 500 feet east of Osborn Street.

## 10. Bushnell—Train order signal at Bushnell applies only to trains to and from Fourth Subdivision.

## 11. Bushnell—Flashing blue and red lights at Lauhoff Grain Company indicate catwalk in use and cars are being unloaded.

## 12. Loaded unit coal train must not use siding at Augusta and Golden.

## 13. North Kansas City—Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224 interlocking remotely controlled from Ustick Tower.

Movements of train and yard engines over the grade crossing at Tenth and Bedford Avenue, MP 224 North Kansas City, Missouri train and engine movements must not block this crossing in excess of 10 minutes.

If for some reason a movement is stopped after occupying the crossing, the crossing must be cut to permit vehicular traffic to move, to avoid blocking the crossing in excess of 5 minutes.

If a BN train arriving Murray yard from the Second Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

Operator at Ustick Tower and Murray yardmasters work closely with BN trains arriving at or moving from Murray yard on the Second Subdivision to avoid blocking Tenth and Bedford Avenue crossing in excess of 10 minutes.

## 14. Space Center, Inc.—(formerly Underground Storage) at Randolph, Missouri the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.

2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

## 15. Loaded 8 axle flat cars and 8 axle open top cars must not be handled in excess of 35 MPH between Maxwell and Block 222 on N&W trackage.

## 16. Crews operating between Birmingham and Kansas City must include Kansas City Terminal Superintendent and Springfield Division Superintendent on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

**17. Test Mile Location =**

Westward = MP 176 - MP 177.  
 Eastward = MP 846 - MP 845.  
 Westward = MP 80 - MP 81; MP 119 - MP 120  
 Eastward = MP 99 - MP 98; MP 174 - MP 173

**18. Failed Equipment Detectors =**

Prairie City = MP 187.4.  
 La Prairie = MP 280.8.

**Dragging Equipment Detectors =**

Quincy = MP 257.9.  
 West Quincy = MP 186.9

**GALESBURG DIVISION**  
 (Burlington - North Market)  
**THIRD SUBDIVISION**

**1. Speed Restrictions =**

Zone - Between	Maximum Speeds Permitted
Burlington to West Quincy	40 MPH.
West Quincy to North Market	50 MPH.
Loaded unit coal trains between Burlington and North St. Louis	80 MPH.
MP 220.8 - MP 218.8	10 MPH.
MP 218.8 - MP 217.4	25 MPH.
MP 208.8 - MP 208.0	80 MPH.
MP 208.0 - MP 201.6	10 MPH.
Second Street crossing MP 202.7	8 MPH.
Trains using siding at Ford Madison must not cross 6th Street until crossing protection is operating.	
Curve MP 200.7 to 18th Street crossing MP 201.1	25 MPH.
MP 201.6 - MP 199.0	80 MPH.
Curve MP 194.8	25 MPH.
MP 178.8 - MP 178.0	80 MPH.
MP 178.0 - MP 176.6	10 MPH.
MP 176.6 - MP 175.7	80 MPH.
Curve MP 175.1	25 MPH.
Des Moines River Bridge 174.9	25 MPH.
MP 172.7 - MP 172.4	30 MPH.
Curve MP 169.7	35 MPH.
MP 163.4 - MP 161.7	40 MPH.
MP 149.8 - MP 150.6 (Ordinance Head end only)	80 MPH.
East leg of wye West Quincy, MP 141.8	10 MPH.
Through turnout West Quincy MP 137.1	30 MPH.
MP 137.7 - MP 137.0	25 MPH.
end CTC MP 137.7 equals MP 141.8	
Through turnout East and West switch West Quincy Yard	30 MPH.
Through turnout, Mark	35 MPH.
Through crossover, Falk	30 MPH.
Through turnouts and on wye track between Falk and North River	30 MPH.

MP 129 - MP 129.9 (Ordinance Head end only)	50 MPH.
MP 121.17 - MP 120 (Ordinance Head end only)	15 MPH.
MP 120.0 - MP 119.2 (Ordinance Head end only)	10 MPH.
MP 119.2 - MP 95.9 (Ordinance Head end only)	45 MPH.
MP 95.9 - MP 93.5 (Ordinance Head end only)	30 MPH.
MP 68.1 - MP 69.1 (Ordinance Head end only)	50 MPH.
MP 55.9 - MP 56.9 (Ordinance Head end only)	50 MPH.
MP 51.1 - MP 52.0 (Ordinance Head end only)	50 MPH.
MP 34.5 - MP 35.5 (Ordinance Head end only)	50 MPH.
MP 32.9 - MP 33.8 (Ordinance Head end only)	50 MPH.
MP 28 - MP 28.9 (Ordinance Head end only)	50 MPH.
Engine and lead car over street crossing MP 94.9 and MP 94.3 Louisiana (Ordinance Head end only)	15 MPH.
MP 93.5 - MP 77.9	45 MPH.
MP 85.1 Curve	40 MPH.
MP 84.3 - MP 83.8 (Ordinance Head end only)	30 MPH.
MP 79.7 Curve Forgeys Bluff	30 MPH.
Through turnout west end controlled siding Old Monroe	25 MPH.
Through turnout MK & T Machens, MP 28.8	30 MPH.
MP 21.0 - MP 8.1	45 MPH.
West leg of wye at West Alton	10 MPH.
Curve, West Alton MP 20.3	10 MPH.
West Alton - West Alton Bridge	10 MPH.
Curve MP 18.4	25 MPH.
Through turnout freight lead North St. Louis MP 8.2	30 MPH.
MP 8.1 - MP 4.7	30 MPH.
MP 4.7 - MP 3.9	10 MPH.
Grand Ave. Interlocking	10 MPH.
Grand Ave. Interlocking to Lindenwood on Track 31 and 32	20 MPH.
Between Grand Ave. Interlocking and Lindenwood Rule 105 applies to all tracks.	
Through turnouts of controlled sidings, unless otherwise specified	30 MPH.
Prospect Hill - Water Works Track	5 MPH.
Alton and West Alton	10 MPH.
Machens - Union Electric Power tracks	10 MPH.
except empty trains	5 MPH.
Keokuk - Moar Line	10 MPH.
Item 1A, All Subdivisions, applies between MP 22 and MP 26 and between MP 102.2 and MP 115.	

**2. Bridge, Engine and Heavy Car Restrictions =**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
 263,000 lbs., minimum length 44 ft.  
 315,000 lbs., minimum length 52 ft.

Wever . . . . . Engines must not go beyond clearance point on elevator track.

Sinclair Switch . . . . . Engines must not operate over scale at Arco Plant.

Keokuk . . . . . Overhead car shaker on track No. 5 inside coal unloading building at Midwest Carbide Co. will not clear engine or box car. Engine or box cars must not go beyond door opening of building.

Control switch located north of inbound lead just north of trainmen's washroom west end of yard and between Tracks No. 1 and No. 2 near Marmaduke Street. Emergency stop switches located in yardmaster's tower and north end of inbound lead just north of trainmen's washroom west end of yard. Signals normally dark. When illuminated the following governs:

Color	Indication
Red	Stop
Flashing yellow	Move west normal speed
Yellow	Move west slowly
Flashing green	Move east normal speed
Green	Move east slowly

When signal is being used, absence of a light or white light displayed must be regarded as a Stop indication. When emergency stop switch used, contact yardmaster for instructions.

#### 19. Test Mile Location —

Westward — MP 112 - MP 111  
MP 212 - MP 211  
Eastward — MP 26 - MP 27  
MP 147 - MP 148

#### 20. Failed Equipment Detectors —

Gibbs — MP 42.9

#### Dragging Equipment Detectors —

Spanish Lake — MP 14.9  
West Alton — MP 22.7

### GALESBURG DIVISION (Bushnell - Paducah)

#### FOURTH SUBDIVISION

#### Speed Restrictions —

Zone — Between	Maximum Speeds Permitted
Bushnell and Nielson	49 MPH.
West Vienna and Burlington Jct.	30 MPH.
Loaded unit coal trains	40 MPH.
MP 159.6 - MP 159.5 No. 1 track between Bushnell and Adair	10 MPH.
MP 159.5 - MP 159.2 No. 1 track between Bushnell and Adair	25 MPH.
MP 159.6 - MP 159.2 No. 2 track between Bushnell and Adair	25 MPH.
Through crossovers MP 157.2 between Bushnell and Adair	30 MPH.
Through turnout at End of 2 main tracks MP 157.1 between Bushnell and Adair	30 MPH.
Over switches East and West Ends of Siding, Adair	40 MPH.
MP 146.1 - MP 145.6 between Adair and Vermont	40 MPH.
MP 140.0 - MP 118.1 between Vermont and Beardstown	30 MPH.
MP 118.1 - MP 116.3 between Grimes and Beardstown	25 MPH.
Through turnout East End of Siding Grimes	10 MPH.
Through turnout MP 114.3 West End Beardstown Yards	30 MPH.
MP 105.2 - MP 106.9 between Hagener and Concord	30 MPH.
MP 9.4 - MP 10.8 between Concord and Franklin	35 MPH.
Through turnouts of spring switches and siding, Lowder	40 MPH.
MP 44.4 - MP 44.8 between Virden and Atwater	40 MPH.
MP 64.5 - MP 65.8 between Litchfield and Toland	30 MPH.
Sorento-MP 77.9 — N&W Crossing	40 MPH.

Eastward trains using siding at Ayres; head end of train between east switch of siding and highway crossing, 165 feet east	5 MPH.
Smithboro — MP 93.1 — Conrail crossing	40 MPH.
Shattuc — MP 114.9 — CO-BO crossing	40 MPH.
Through turnout End of Double Track Shattuc	30 MPH.
MP 121.2 to MP 121.4 at Centralia	10 MPH.
Centralia — ICG crossing	30 MPH.
Centralia — Eastward trains passing approach signal MP 123.4	30 MPH.
Woodlawn — MP 136.6 — L&N crossing	40 MPH.
MP 144.6 - MP 146.2 between Woodlawn and Sesser	40 MPH.
Through turnout to spring switch at end of two main tracks, Meyer	30 MPH.
Christopher — MP 161.5 — ICG crossing	40 MPH.
Zeigler Jct. — MP 165 — MP crossing	40 MPH.
MP 173 - MP 173.3	30 MPH.
Nelson approach signal MP 186.7	30 MPH.
Foreman approach signal 209.4	15 MPH.
Foreman: Engine or leading car of train between absolute signals	20 MPH.
Foreman: Eastbound trains passing approach signal 210.3	20 MPH.
Through turnouts of Controlled sidings unless otherwise indicated	30 MPH.
Sidings at Vermont, Steward, Virden, Ayers, Keysport	10 MPH.
Train handling derricks must not exceed	25 MPH.
Engines on mine spurs and in mine yards	10 MPH.
Meyer and Old Ben Mine 24	25 MPH.
AEP track (Cook)	10 MPH.
Around curve of wye, Metropolis	10 MPH.
Ore cars loaded or empty between:	
Shattuc and Willows on CO-BO Railroad	30 MPH.
Willows and Granite City TRRA Railroad	10 MPH.
Concord to Whitehall	25 MPH.
Engine or leading car of train between absolute signals at N&W crossing, Chapin, MP 97.9	10 MPH.
At approach signal to ICG, crossing MP 75.3	10 MPH.
Engine or leading car of train between absolute signals at ICG, crossing MP 73.3 and MP 75.3	10 MPH.
At approach signals to ICG, crossing MP 73.3	10 MPH.
Through Whitehall	10 MPH.
Item 1A, All Subdivisions, applies between MP 102 and MP 72.4 between Concord and Whitehall.	

#### 2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.

263,000 lbs., minimum length 44 ft.

315,000 lbs., minimum length 52 ft.

200,000 lb. ore cars longer than 24 ft. and 263,000 lb. ore cars longer than 35 ft. may operate.

Between MP 168.7 (Horton) and MP One bridge derrick 975501 and 250-ton wrecking derrick must not operate.

### Operation of 250-ton Wrecking Derrick Over Other Railroads—

Illinois Terminal RR—Wood River to Alton 10 MPH. Over Henry Street 5 MPH.

Conrail—Can be operated from East St. Louis, Illinois to Wood River when separated from the train engine by at least four ordinary cars.

ICG RR between Wann Tower and East St. Louis—The derrick may operate at a speed not to exceed 30 MPH, and must be separated from the engine by at least five cars, and smoke stack removed.

East St. Louis to St. Louis via Merchants Bridge—Cannot operate.

Alsey and Whitehall—Trains switching brick plant and Bunnomatic track must use no more than one unit no larger than Group E.

### 3. Train Register Exceptions—

Bushnell—Trains will register when instructed to do so by train order.

Toland—Trains to and from Conrail will register by ticket.

Cook—Trains will register by ticket when operator on duty.

Vermont—Trains will register when directed by train order.

### 4. Clearance Provisions and Exceptions Rule 83(B)—

Galesburg—Trains destined to the 4th Subdivision must receive second clearance for movement at Bushnell per rule 83(B).

Beardstown and Centraillia—Trains must receive clearance.

Vermont—Rule 83(B) does not apply for trains from the Galesburg Division, 6th Subdivision.

Neilson and West Vienna—Trains entering BN trackage must receive clearance.

Cook—Eastward trains and trains originating at Cook must receive clearance.

### 5. Rule 99—When flagging is required, distance will be 1.5 miles.

### 6. Between Vermont and Sunspot Mine, Concord and Whitehall, Virden and Crown 2 Mine, Waltonville and Orient 3 Mine, Sesser and Old Ben 21 and 26 Mine, and between Meyer and Old Ben 24 Mine is considered industrial track, Rule 105 applies.

### 7. Bushnell—Main Tracks will be numbered consecutively from the north beginning with No. 1.

### 8. Beardstown—Drawbridge 117.3 over Illinois River interlocked. CTC in effect between MP 118.1 at Grimes and MP 116.3 at Beardstown.

Lift span bridge MP 117.3 is locked for rail traffic by remotely controlled bridge locking machines. When train or engine is stopped by a signal governing movement over the bridge and control machine indicates that the bridge is lined and locked for route to be used, control operator may authorize train or engine movement over the bridge at restricted speed. If control machine does not indicate the bridge is lined and locked for the route to be used, control operator will instruct train or engineman to ascertain if lift span bridge is in proper position for passage of train or engine and after being so informed that bridge is in proper position he may authorize train or engine movement over bridge at restricted speed.

### 9. Lowder—Track to the left for eastward trains is designated as siding. Normal position, of switch west end siding is for the siding. Trains using siding need not move at reduced speed as specified in Rule 105, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use left hand track unless otherwise provided.

Trains will always use left-hand track to "clear" trains or "take siding." When a train is to pass another train at Lowder train to be passed will always use left-hand track unless otherwise provided and train passing will use right-hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use left-hand track in direction such other trains are running.

Rule 17 second paragraph in effect at Lowder for trains standing in clear on the main track. Exception to Rule 19 not in effect on siding. Rule 99 in effect on siding.

### 10. Virden—Unit track south of main track to be used for interchange of unit trains, not to be used for other purposes without authority of train dispatcher.

### 11. Toland—Clearance or verbal permission must be secured from operator before leaving Toland or North Lenox. BN trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of Conrail main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.

Trains using No. 11 track in Worcester Yard if delayed more than 15 minutes must cut private crossing at west end of yard.

### 12. Operations on the Illinois Terminal Railroad Track Trackage are governed by Illinois Central Gulf Railroad Operating Rules. Except for the following definitions and rules, the Consolidated Code will govern movement.

**Restricted Speed**—Same as Consolidated Code except—*Do not exceed 10 MPH.*

**Yard Speed**—A speed prepared to stop within one-half range of vision.

**Torpedoes**—Same as Consolidated Code except - Speed must not be increased until train has reached a point *two miles* - - -

**Fusees**—Same as Consolidated Code except - Must stop, and may proceed at Reduced Speed for *two miles*.

**Color Signals or Flags**—When a red flag, or a Maintenance of Way red sign not provided for by train order, is displayed near the track and no one is there to explain, train or engine, after stopping may proceed at REDUCED SPEED, but not exceeding 10 MPH, for a distance of one mile from point where signal is displayed. The yellow sign will be placed one and one-half mile in advance of restriction.

**Yard Limit Rules**—Trains or engines must move at *Yard Speed*.

**Train Orders**—Code Form "Y". Same as ICG Form "T" except a yellow flag is used one and one-half miles in advance of restriction.

### 13. Shattuc—Members of crew must have permission from operator at Tower before handling switches leading to or from either main tracks to B&O connection.

### 14. BN trains and engines using ICG tracks at Metropolis are governed by ICG Rules. BN tracks between ICG yard, Metropolis and Burlington Jct. are used by ICG crews. Rule 93 in effect.

Metropolis—On ICG Railroad do not occupy Ferry Street crossing unless crossing signals are working or traffic has been stopped.

### 15. Automatic Interlockings not Indicated at Station—

ICG crossing 3.9 miles west of Virden.

N&W and ICG crossings 1.3 miles west of Litchfield.

N&W crossing 4 miles west of Toland.

ICG crossing 1.6 miles west of Waltonville.

Missouri Pacific crossing 2.9 miles west of Christopher.

ICG crossings located MP 75.3 and MP 73.3 between Alsey and Whitehall.

### 16. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

Between Arenzville and Concord, westbound.

Between Neilson and West Vienna, westbound.

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 9,000 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 15,000 trailing tons.

**17. Test Mile Locations—**

Westward—MP 108 - MP 109 between Beardstown and Centralia.  
MP 130 - MP 131 between Centralia and Metropolis.  
Eastward—MP 120 - MP 121 between Beardstown and Bushnell.  
MP 112 - MP 111 between Centralia and Beardstown.  
MP 217 - MP 216 between Centralia and Metropolis.

**18. Failed Equipment Detectors—**

Smithboro—MP 87.2

**GALESBURG DIVISION**  
(Peoria - Galesburg)

**FIFTH SUBDIVISION**

**1. Speed Restrictions—**

<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Peoria and Galesburg .....	40 MPH.
Loaded unit coal trains .....	30 MPH.
Between Galesburg interlocking and Pine Street .....	10 MPH.
Trailing movement through spring switch west end of siding Yates City .....	25 MPH.
Yates City through crossover, east and west legs of wye .....	10 MPH.
Curves between MP 26.0 and MP 33.1 .....	30 MPH.
Curves between MP 33.1 and MP 39.6 .....	35 MPH.
Between MP 49.7 and Edmund Street, Peoria .....	10 MPH.
Between 150 feet east of Edmund Street and Edmund Street, Peoria .....	5 MPH.

Trains handling derricks, must not exceed 25 MPH.

Bridge derrick 975501 over Bridge 42.5 10 MPH and watch or close clearance of derrick sill step and bridge girders.

Item 1A, All Subdivisions, applies between MP 20 and MP 10.

Following speed limits apply to trains operating on P&PU tracks at Peoria and East Peoria:

Pekin and Wesley .....	35 MPH.
Between Wesley and Bridge Jct. ....	20 MPH.
Between Bridge Jct. and end of double track Persimmon Street .....	10 MPH.
Between Bridge Jct. and end of track, 800 feet west of switch of Wolshlag's track No. 1 .....	15 MPH.
Between Wesley Jct. and Silver Street .....	15 MPH.

Between Elmwood and Wyoming

MP 44.2 to MP 28.6 .....	10 MPH.
Head end over road crossing MP 22.2 and 38.2 .....	5 MPH.
MP 28.6 to MP 18.0 .....	25 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

Peoria—Diesel units heavier than Group E must not use crossover near scale house.

Maquon—Engines must not pass over unloading pit at Farm Service.

Between Wyoming and Elmwood 250-ton wrecking derricks and bridge derrick 975501 must not operate.

**3. Train Register Exceptions—**

Yates City-Elmwood—Trains register when directed by train order.

Register located in phone box at junction switch.

**4. Clearance Provisions and Exceptions Rule 83(B)—None.****5. Rule 99—When flagging is required, distance will be 1.5 miles.**

6. Between Elmwood and Wyoming is considered industrial track. Rule 105 applies.

**7. Automatic Interlockings not Indicated at Stations—**

C&NW crossing at MP 47.5

**8. Test Mile Location—**

Eastward—MP 6 - MP 7.

Westward—MP 43 - MP 42.

**GALESBURG DIVISION**  
(Vermont - Yates City)

**SIXTH SUBDIVISION**

**1. Speed Restrictions—**

<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Vermont—Yates City .....	25 MPH.
Yates City—East and West legs of Wye .....	10 MPH.
MP 63 and MP 64 .....	10 MPH.
Siding—St. David .....	10 MPH.
MP 93.10 - Road Crossing (Head end only) .....	10 MPH.
Between Dunfermline and Buckheart Mine .....	10 MPH.
Buckheart lead empty yard switch .....	5 MPH.
Lewistown and South Liverpool .....	5 MPH.
Item 1A, All Subdivisions applies between MP 46.9 and MP 94.3 between Yates City and Vermont.	

**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

Farmington—Engines must not pass over track conveyors on Illinois Colliery Company track.

**3. Train Register Exceptions—**

Yates City-Train register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 83(B)—**

Vermont—Rule 83(B) does not apply for trains originating Galesburg 4th Subdivision.

**5. Rule 99—When flagging is required, distance will be 1 mile.**

6. Between Norris and Truax Traer Mine, between Dunfermline and Buckheart Mine and Duck Creek, and between Lewistown and South Liverpool is considered industrial track, Rule 105 applies.

Between Lewistown and South Liverpool—

Do not occupy highway crossing MP 5.6 unless flasher signals are operating or highway traffic has been stopped.

Ipava—Concrete platform at Processing Plant will not clear man on side of car or engine.

8. Main track between Canton and St. David operated as continuous yard.
9. Duck Creek (CILCO plant)—Engines and cabooses must not pass through unloading shed and facilities.  
GE Units series 5200 thru 5900 will not clear dumper when spotting first car when trailing unit has short end trailing.
10. Dunfermline—Normal position of wye switch on Buckhart lead is for east leg of wye.

## GALESBURG DIVISION (Needles - St. Joseph)

### SEVENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Needles and St. Joseph .....	40 MPH.
Through crossover Needles, MP 106.8 .....	30 MPH.
Through turnout Needles, MP 106.8 .....	35 MPH.
MP 123.0 - MP 123.5 and at MP 143.3 .....	25 MPH.
Engine or leading car between absolute signals of interlocking MP 129.1 .....	20 MPH.
Curve MP 157.0 .....	35 MPH.
Head end trains over five street crossings, Cameron, between MP 170.8 and MP 171.2 .....	10 MPH.
Head end trains over street crossings, Stewartsville .....	30 MPH.
MP 204.7 - MP 206.0 .....	10 MPH.
St. Joseph—Florence yard, through puzzle switches .....	10 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.  
315,000 lbs., minimum length 52 ft.

#### 3. Train Register Exceptions—None.

#### 4. Clearance Provisions and Exceptions Rule 83(B)—None.

#### 5. Rule 99—When flagging is required, distance will be 1.5 miles.

#### 6. Utica—Engines must not operate across the unloading pit and structure at Midland Brick and Tile Co.

#### 7. Test Mile Location—

Westward—MP 112 - MP 113  
Eastward—MP 197 - MP 196

#### 1. Speed Restrictions—

##### Zone—Between

Albia to Des Moines N&W rules and timetables speed apply.  
N&W Jct. to Des Moines Rule 93 in effect.

#### 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

Engines must not operate over heater pits on heater track or thaw pits Iowa Power Light spur Des Moines.

Diesel units in Group F through I not permitted on any industrial tracks except Moorman and 3M tracks at Knoxville and Kaser track at Durham.

#### 3. Train Register Exceptions—None.

#### 4. Clearance Provisions and Exceptions Rule 83(B)—None.

## GALESBURG DIVISION (Creston - Cumberland)

### NINETH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Creston to MP 34.0 .....	20 MPH.
MP 34.0 to Cumberland .....	10 MPH.
Highway 92 crossing MP 28.8 .....	10 MPH.
Trains handling loaded tank and air dump cars .....	15 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

220,000 lbs., minimum length 38 ft.  
263,000 lbs., minimum length 44 ft.

Cars heavier than 177,000 lbs. not permitted without authority of superintendent between Fontanelle and Cumberland.

Between Creston and Cumberland bridge derrick 975501 and 250-ton wrecking derrick must not operate.

Group E, F, G, H, I, diesel units must not operate. Only one unit in Group C may operate.

#### 3. Train Register Exceptions—None.

#### 4. Clearance Provisions and Exceptions Rule 83(B)—None.

#### 5. Rule 99—Unless otherwise provided, protection against following trains is not necessary.

When required to flag distance will be 1 mile.

**GALESBURG DIVISION**  
(Maryville - Creston)

**TENTH SUBDIVISION**

**1. Speed Restrictions —**

<b>Zone — Between</b>	<b>Maximum Speeds Permitted</b>
Creston and Maryville .....	25 MPH.
Engine or leading car over State Street Bedford .....	10 MPH.
Curves, Cudahy track Bedford .....	5 MPH.
Maryville, MP 59.4 to MP 59.7 .....	10 MPH.
Over Bridge 50.17 .....	10 MPH.
Between Merle and Clearfield .....	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions —**

Cars heavier than 220,000 lbs. minimum length 38 ft. not permitted without authority of Superintendent:

Between Creston and Barnard bridge derrick 975501 and 250-ton wrecking derrick must not operate.

Group I diesel units must not operate.

**3. Train Register Exceptions — None.**

**4. Clearance Provisions and Exceptions Rule 83(B) — None.**

**5. Rule 99 —** Unless otherwise provided, protection against following trains is not necessary.

When required to flag distance will be 1 mile.

**6. Track between Merle and Clearfield is considered industrial track, Rule 105 applies.**

**7. Lenox —** Engine must not pass beyond south end of sand bin elevator track.

Aurora	1	Continuous
Ottawa	1	6:00 am-6:00 pm Mon. thru Sat.
Rochelle	1	Continuous 8:00 a.m. Sat. till 11:59 pm Sat. 8:00 am Sun. till 11:59 pm Sun.
Oregon	1	7:00 a.m. to 8:00 pm Mon. thru Fri.
Savanna	1	Continuous
East Dubuque	1	Continuous
Prairie Du Chien	1	Continuous
North LaCrosse	1	Continuous
Winona	1	7:00 am-5:00 pm Mon. thru Fri.
Cochrane	1	8:00 am-5:00 pm Mon. thru Fri.
St. Croix	1	Sat. 8 am-12 noon
Mendota	1	Continuous 6:00 am to 11:59 pm Mon. thru Fri.
Galva	1	6:00 am to 3:00 pm Sat. 8:00 am to 5:00 pm Mon. thru Sat.
Galesburg	1	Continuous
Clinton	2 for yard forces	Continuous
Denrock	1	8:00 am to 5:00 pm Mon. thru Sat.
Barstow	1	8:00 am to 4:00 pm Mon. thru Fri.
Moline	1	Continuous 7:00 am-3:00 pm Mon. thru Fri.
Alpha	1	6:00 pm-2:00 am 7 days a week 7:00 am-4:00 pm Mon. thru Fri.

**RADIO INFORMATION**

**CHICAGO DIVISION**

<b>Base Station</b>	<b>Channel</b>	<b>Hours in Operation</b>
Cicero Disprs. Office	1	Continuous
	2 for yard forces	Continuous
<b>Wayside Stations</b>		
Chicago 14th St. Coach Yard	1	Continuous
Chicago Western Ave. Yd Ofc.	1	Continuous
	2 for yard forces	Continuous
Cicero East End Tower	1	Continuous
	2 for yard forces	Continuous
Cicero Westbound Yd Ofc	1	Continuous
	2 for yard forces	Continuous
Cicero Genral Yd Ofc	1	Continuous
Cicero Eastbound Yd Ofc	1	Continuous
	2 for yard forces	Continuous
Cicero Retarder Tower	1	Continuous
Cicero Hump Tower	1	Continuous
	2 for yard forces	Continuous
Cicero Roundhouse	1	Continuous
	2 for yard forces	Continuous
Clyde Yard Office	1	Continuous
	2 for yard forces	Continuous
Eola	1	Continuous
	2 for yard forces	Continuous

**GALESBURG DIVISION**

<b>Base Station</b>	<b>Channel</b>	<b>Hours in Operation</b>
Cicero Disprs. Office	1	Continuous
	2 for yard forces	Continuous
Hannibal Disprs. Office	1	Continuous
	2 for yard forces	Continuous
<b>Wayside Stations</b>		
Galesburg Seminary Tower	1	Continuous
	2 for yard forces	Continuous
Galesburg Prospect Yd Ofc	1	Continuous
	2 for yard forces	Continuous
Galesburg East "D" Yard	1	Continuous
	2 for yard forces	Continuous
Galesburg East & West Hump	1	Continuous
	2 for yard forces	Continuous
Galesburg Innesville Yd Ofc	1	Continuous
	2 for yard forces	Continuous
Monmouth	1	7:00 am-4:00 pm Mon. thru Fri.
Burlington	1	Continuous
West Burlington	1	Continuous
Batavia	1	Continuous
Mt. Pleasant	1	7:00 am-3:00 pm Mon. thru Fri.



Fairfield	1	7:00 am-4:00 pm Mon thru. Fri.
Ottumwa	1	Continuous
Albia	1	Continuous
Des Moines	1	7:30 am-5:00 pm Mon. thru Fri.
Chariton	1	Continuous
Osceola	1	Continuous
Creston	1	Continuous
Red Oak	1	Continuous
Peoria	1	Continuous
Yates City	1	Continuous
Canton	1	Continuous
Hannibal Relay	1	Continuous
Beardstown	1	Continuous
Cook	1 & 2	Continuous
Neilson (Mo Pac)	1 & 2	Continuous
Centralia	1 & 2	Continuous
Shattuc (BO-CO)	1 & 2	Continuous
Toland	1 & 2	3:00 pm-7:00 am 7 days per week
W. Quincy	1	Continuous
Lenox	1	Continuous
WR Tower (ICG)	1	Continuous
N. St. Louis	1	Continuous
Alton Bridge	1	Continuous
Chillicothe	1	6:30 am-3:30 pm Mon. thru Fri.
Louisiana Tower (ICG)	1	Continuous
Orient No. 3 Mine	1	7:00 am-11:00 pm 7 days per week
Crown No. 2 Mine	1 & 2	Continuous
W. Vienna (Mo PAC)	1 & 2	Continuous
Sesser	1 & 2	Continuous
Smithboro (Conrail)	1 & 2	Continuous
Virden	1 & 2	7:00 am-3:00 pm Mon. thru Fri.
Jacksonville	1 & 2	Continuous
Bushnell	1	Continuous except Mon. 3:00 pm-11:00 pm
W. Alton	1	Continuous
Old Monroe	1	Continuous
Elsberry	1	Continuous
Louisiana	1	Continuous
Keokuk	1	Continuous
Ft. Madison	1	7:00 am-3:00 pm Mon. thru Fri.
Palmyra	1	Continuous
Monroe City	1	Continuous except Sun. 7:00 am-3:00 pm
Macon	1	11:00 pm-7:00 am Mon. thru Fri.
Brookfield	1	Continuous

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